





## INTIMATION.

ESTABLISHED A.D. 1841.

A. S. WATSON & CO.,  
LIMITED.

WINE AND SPIRIT MERCHANTS

SCOTCH  
WHISKY.

WATSON'S VERY OLD  
LIQUEUR SCOTCH WHISKY.

E

B L E N D .

Pronounced by Connoisseurs to be the  
BEST BRAND in the FAR EAST.

Per Dozen \$15.00

The following Blends are also recommended, and are unsurpassed in quality—

A.—THORNE'S BLEND... \$10.80

B.—GLENORCHY, MELLOW

BLEND, a fine 'Soda'

WHISKY of great age... 10.80

C.—ABERLOUR-GLENLIVET 12.00

D.—H.K.D. BLEND of the Finest

Old Malt Scotch Whiskies 14.40

A. S. WATSON & CO.  
LIMITED.

THE HONGKONG DISPENSARY

[35]

On the 14th August, at 1, Macdonnell Road, Kowloon, the wife of H. J. (Mrs. J. H. J.)  
On the 8th August, at "Langlands," 112, River Valley Road, Singapore, the wife of HENRY ALFRED HILKES, of a son.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL

LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 16th August, 1901

The terrible collapse of houses in Cochrane Street late on Wednesday night, one of the most heart-rending occurrences in the recent history of Hongkong, cannot be passed over in silence. The Government has before it the duty of making the strictest possible enquiry into the circumstances of the catastrophe, and, if any negligence can be proved, of bringing home to the responsible parties the guilt thereof. It will be remembered that on the 29th July the Hon. T. H. WHITEHEAD at a meeting of the Legislative Council gave notice of this question, among others:—"Will the Honourable the Director of Public Works lay upon the Council a statement showing the number of buildings in the Colony which have fallen down from 1st January, 1900, to 30th June, 1901, the names of the owners of said buildings, and the number of deaths caused by the tumbling down of said premises, and will the Honourable member state the causes, so far as known, which have contributed to each accident, and, if they have resulted from defective construction, what precautions, if any, have been taken to prevent the erection of such buildings in the future?" Hongkong has won for itself an unenviable notoriety recently from the frequency of its building collapses. In the default of such statistics as the Hon. T. H. WHITEHEAD asked for, we think we are right in saying that the large majority of accidents of this kind have occurred with newly-built or partially constructed dwellings, etc. The Cochrane Street houses are not in this category. They are old houses and have stood for many years. Yet their construction, as disclosed by Wednesday night's fall, is of a kind which should never be tolerated in Hongkong or anywhere else. We may make every allowance for the sudden effect of our climate on building-material and the ordinary wear and tear of age. Nevertheless it is evident that in the first instance the houses were not of a sufficiently strong build to have satisfied the requirements of a keen-eyed inspector of buildings. The

twelve-inch outside walls were not of the solid character which their superficial appearance suggested; the inner walls were still worse. Signs of decay have shown themselves for some time on the outer walls of houses not only in Cochrane Street but in other streets in the same neighbourhood. The members of the general public have no training or guide in detecting when a building becomes actually dangerous; but it may be asked, Does not the Government include experts in this line of civic work? The layman, no doubt, will incur the charge of being wise after the event only. It must be remembered, however, that he cannot be expected to anticipate dangers as the specialist should be able to do, that the specialist has this duty laid on him in place of the layman's individual business duties. When a great frequency of building collapses is observable the non-specialist has every right to ask why it is that, the lives of his fellow-residents, possibly even of himself, are endangered when there is a department part of whose duties it is to prevent such danger. The Cochrane Street tragedy has involved, as far as our present knowledge goes, the lives of 22 people, the serious injury of 10, and the minor hurt of 13 others. Such an event calls for the most serious consideration of the authorities.

We have alluded to what appears to the untrained observer—though we must state that professional architects appealed to on the question endorse the deductions from this observation—the insufficient construction of the fallen houses. "Flimsy" seems none too strong an epithet to apply to the structure as laid bare by Wednesday's collapse. But worse still remains to follow. There are at the present moment being erected in this Colony houses which in their method of building are almost exactly identical with those in Cochrane Street. Some indeed are worse. The walls are in many cases mere shams, the poorest description of rubble with casings of bricks. One or two buildings have been pointed out to us by competent judges as examples of the very worst type of "jerry-buildings" to be seen anywhere in the world. As a correspondent, whose letter appears elsewhere to-day, says, the buildings in this Colony of Victoria are a sorry monument to the memory of her whose name it bears and whose reign saw its establishment and development to its present pitch of progress. The local Government cannot let such a state of affairs continue. It is true that it is saddled largely with the sins and follies of its predecessors. But how can it escape the reproach of sin and folly itself, when it is permitting a repetition of exactly the same kind of offences against the lives and persons of its subjects and is overlooking daily the rising into existence of what must ultimately prove to be death-traps to those unfortunate people who have no alternative but to crowd into the latest jerry-buildings thrown open for human habitation? It is too late to save the lives of those who, but for private cupidity and Government negligence, might still be living with us. But it is not too late to insist on owners, contractors, and above all inspectors, doing their duty. It is not too late for the present Government to earn for itself an honourable name by casting aside the vicious and inhuman practices of its predecessors in office, which hitherto with fatal blindness it has allowed to continue until the scandal has grown too great even for an usually apathetic community.

Yesterday the British transports *Ilva* and *Maitra* left for Taku.

No fresh plague cases or deaths were reported during the 24 hours ending at noon yesterday.

We learn, to our great regret, that Sir John W. Carrington has sent in his resignation as Chief Justice of this colony. On his arrival in Japan his medical adviser told him that he was suffering seriously from overwork and he was in consequence obliged to tender his resignation. We are sure that the whole of the colony will join in regretting the retirement of so able and so popular an administrator of the law.

A Chinese junk was attacked by pirates in British waters on Wednesday night, and after killing two men and wounding one the assailants departed, taking with them \$90 worth of clothing. The police, arriving on the scene too late to prevent the pirates' escape, found, we understand (though the police will give no details as to this) no less than \$1,400 on board, which had been overlooked. The two dead men were conveyed to the mortuary.

His Honour T. Sercombe Smith, Acting Puisne Judge, yesterday delivered judgment at the Supreme Court in the case of Captain Trefrais v. Kwok Kong, in which the former sued for \$325 damages on the ground of the negligence of the defendant in carrying a pony by junk from the transport *Nurani* to the Commissariat Pier, whereby the pony was so severely injured that it died. The judgment is a lengthy one, and we are compelled to hold over its publication until to-morrow's issue. Judgment for the defendant, with costs. Mr. Pontifex, who appeared for the plaintiff, applied for compensation for his client for loss sustained through the arresting of his cargo-boat, and also asked for an order for the release of the boat. His Lordship fixed a day for the hearing of the application.

Plague has again broken out at Kuala Lumpur.

The Diocesan Boys' School and Orphanage re-opens on Monday, 19th inst.

Owing to the claims upon our space we are obliged to hold over the report of the monthly meeting of the Hongkong General Chamber of Commerce on the 12th inst.

A Paris telegram of the 6th inst. states that General André is preparing the report concerning the decorations for the French expedition to North China. President Loubet will distribute the decorations himself.

The steamer of the German steamer *Arionio*, which arrived at Nagasaki on the 5th inst., is being prosecuted by the police on a charge of having photographed the Suwa shrine and four other important places, contrary to the provisions of the Fortified Zone Protection Law.

The latest from Penang is a rumour to the effect that henceforth all appointments of officers to the Federated Malay States police are to be given to cadets, and it is also possible that certain impending vacancies in the Straits police service may in like manner be filled by cadets of the Straits Civil Service.

A New York telegram of the 16th inst. stated that the city was occupying the crest of the top wave that day. Pedestrians discarded all unnecessary clothing, and standing-room in the open electric cars was at a premium. Walking on the sun-baked pavements was avoided as much as possible. Wall Street brokers and clerks alike went about coatless. In the upper part of the city swarms of mosquitoes and droves of flies joined with the heat in torturing humanity.

A Japanese fleet consisting of the *Asahi*, *Shikishima*, *Izumo*, *Asama*, *Kasagi*, *Saigun*, *Katsuragi*, and two torpedo-boats, the *Yugiri* and *Sazanami*, put into Chemulpo on the last day of July. The Koreans swarmed the hill-tops, and had all kinds of reports going, one of which was that a rebellion had broken out in Fusan and that the ships had been there and had killed numbers of Koreans. The Japanese ships, however, only intended to make a five days' stay and then to proceed to Chinnampo.

The U.S. Census Bureau has published the following statistics of the population of Hawaii:—Males, 106,369; females, 47,632; native born, 63,221; foreign born, 90,780; total white, 66,890; native white, 54,141; foreign parents, 16,223; foreign white, 12,749; total coloured, 57,111. The foreign-born element constitutes very nearly three-fifths of the population of Hawaii, and comprised mainly Chinese and Japanese. The coloured element is 56.6 per cent. of the whole population. The foreign white persons and the native white persons of foreign parentage represent in Hawaii 18 to 20 per cent. of the entire population.

The N.Y.K. liner *Tanaka Maru*, Captain Wale, which arrived in Kobe harbour on the 7th inst. from London and Antwerp, via ports, encountered a typhoon off Turnabout on the way up from Hongkong. The storm commenced off Turnabout and grew worse as the ship approached Tung Ying Island. That was on the 2nd inst. The storm lasted twenty-four hours. It grew in strength at 4 p.m. on the day mentioned, and raged with unabated force until 10 p.m. on the 3rd, when the wind went round to the S.E. blowing a heavy gale with high seas. This weather continued until the *Gotos* were sighted. Captain Wale said his ship behaved splendidly. He experienced a very strong set to the north-west, amounting to 30 miles in twenty-four hours.

From a private letter, the Japanese papers extract an account of a somewhat thrilling incident which happened on Asama-yama on the 1st inst. It seems that with a party of foreigners making the ascent all had gone well, until on ascending at breakfast Miss Ratti a governess in the family of Mrs. Dinsdale of Yokohama, was discovered to be missing. After searching and shouting for two hours, they left food and blankets with Japanese to continue the search while they descended for assistance. At noon the Japanese came down reporting want of success, and a large party was at once organised with two days' provisions and successful field-glasses. Some time during the afternoon their glasses revealed something moving on Koyama, a small peak to the left of Asama, and going in that direction the missing lady was found completely exhausted, having lain down, as she thought, to die.

A Tokyo despatch to the *Asahi* states that Field-Marshal Marquis Oyama, Chief of the Japanese General Staff, will shortly resign. A curious and painful story is supposed to be connected with this. It was noted that the Marquis, who has always been foremost in entertaining foreign visitors of note, was not present at the reception given by him to Lieutenant-General Sir Alfred Gaselee, Lieut. General Terauchi, Vice-General Staff Officer, acting in his stead as host. The Marquis was at the villa in Namada, whether he proceeded on the 27th ult. it was rumoured that some family trouble necessitated the Marquis's absence. Now another report is to hand (continues the *Asahi*) stating that Marquess Oyama died suddenly on the 26th ult.; but his death has been kept secret. It was also reported that the Marquess proceeded to Hakone on the 21st ult. to see a French officer whom he met in France, and who is now staying at the Naraya Hotel, Miyazakichi. The Marquis went to his villa in Namada on the 27th. The Marquess met the Marquis at Koden station, and died suddenly, according to the report between Matsuda and Yamakita Stations. The remains of the Marquess were secretly conveyed to the villa at Namada. It is added that the Marquis was carrying a revolver on the day mentioned, as usual.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

## THE CRISIS IN CHINA.

LONDON, 14th August, 7.45 p.m.

## THE PROTOCOL—SIR E. SATOW'S POINT GAINED.

Dr. Morrison telegraphs to the *Times* that the Protocol is practically ready for signature. The Ministers have agreed to renew their labour in clearing away the debris, and recovered more of the victims. The labour was necessarily slow. However, their efforts were attended by the discovery of one body so burned as to be unrecognisable as to sex, and one young girl, her sex only discernible by her hand-daged feet, and her age by her stature. Besides these two the corpses of two children were unearthed, burned and crushed beyond recognition.

About 10 a.m. the Hon. P. H. May, Captain Superintendent of Police, arrived to direct the operations of clearing away the debris and recovering the buried victims. About 10.45 a.m. H.E. the Governor, accompanied by the Hon. W. Chatham, Acting Director of Public Works, came to view the scene, and remained the best part of an hour in spite of the heavy rain that came down at intervals. Mr. H. P. Tucker, Acting Assistant Director of Public Works, was also on the spot directing the removal of the ruins. The spot directing the removal of the ruins. The spot directing the removal of the ruins. The spot directing the removal of the ruins.

EXEMPTED ARTICLES.  
The free list comprises gold and silver coin and bullion, foreign cereals, rice, and flour.

M. DE WITTE'S TOUR.

It is announced that instead of M. de Witte, his assistant, M. Romanoff, will tour the Far East.

## GENERAL NEWS.

LONDON, 14th August, 7.45 p.m.

## THE MARKETS.

Copper dropped 10s. yesterday, but is steadier to-day.

## REUTER'S SERVICE.

LONDON, 13th August.

KING EDWARD AND COUNT VON WALTERSEE.  
King Edward received Count von Waltersee at Homburg, and conferred upon him the Grand Cross of the Bath.

THE LATE EMPRESS FREDERICK.  
The coffin of the late Empress Frederick was removed from Cronberg church to the station by torchlight yesterday evening. The remains were followed by a princely cortege.

LONDON, 13th August.

THE LATE EMPRESS'S FUNERAL.  
The funeral of the late Empress Frederick was, in accordance with the wish of the deceased, of the simplest character. Only the members of the family and the principal civil and military authorities attended.

GREAT BRITAIN AND GAMBIA.  
Reuter's correspondent learns that an important agreement has been concluded between the British Gambia Government and a powerful chief, whereby both banks of the River Gambia to the Anglo-French frontier become British territory.

## THE DISASTROUS COLLAPSE OF HOUSES.

On Wednesday night at about 10.45, as we have already reported, the residents in the vicinity of Cochrane Street were startled by a deafening crash. The cause of this proved to be the collapse of houses No. 32 and 34, Cochrane Street, and the falling in of the front of No. 30. The two houses which collapsed fell forward, and in their fall damaged the buildings opposite, smashing the verandahs, etc.

Immediately a crowd gathered and the scene following until the arrival of the police was indescribable. Besides the usual mob of the merely curious, there were numerous relatives of the residents or boarders—one of the houses having been an eating-house—who were supposed to be buried beneath the ruins. The shrieks and groans of the unfortunate people beneath the debris mingled with the wails of the relatives standing outside and the shouts of the onlookers. Immediately after the collapse, flames burst from the ruined heap, adding to the terror and confusion.

The police and Fire Brigade were soon on the spot, and the first efforts were devoted to putting out the conflagration. The fire was soon got under control. Some of the beams and woodwork in falling were upheld on one side by a large stone support that had slightly separated itself from the adjoining house, forming an arch. This saved at least twenty-three lives besides two men who unaided forced their way through this arch while every one was engaged in subduing the fire.

The groans and shrieks emanating from the ruins were heart-rending, and among them one could distinguish the pitiful wail of a child, which later on was taken out, dead. It was said that there were seventy-five people occupying the two ill-starred houses at the time of the collapse. Many passers-by were also buried under the debris as the building fell outward. The fire once under control, the men of the Fire Brigade worked their hardest to succour the victims, and succeeded in rescuing during the night twenty-three persons, among whom were several women and children, alive. Ten of the number were seriously hurt and conveyed to the hospital, whilst thirteen receiving only slight injuries, and being in fact more frightened than hurt, were taken to the Central Police Station and kept there till yesterday forenoon.

Special mention must be made of the voluntary assistance rendered by Private Walker and Gaunt, of the 38th Co. S.D., R.A., who indeed did more than yomoon service in rescuing the suffering and were responsible for the saving of a number of lives. On reaching

ing the scene of the disaster, they asked no questions, but pulled off their coats and worked heroically until daylight dawned.

Up till 9.30 a.m. yesterday thirteen dead had been recovered—a woman, one lad, and eleven men. Shortly after ten o'clock the Fire Brigade men, composed of police constables and sergeants, renewed their labour in clearing away the debris, and recovered more of the victims. The labour was necessarily slow. However, their efforts were attended by the discovery of one body so burned as to be unrecognisable as to sex, and one young girl, her sex only discernible by her hand-daged feet, and her age by her stature. Besides these two the corpses of two children were unearthed, burned and crushed beyond recognition.

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As late as 10 a.m. yesterday morning people buried beneath the ruins could be plainly heard calling for help, but the great mass of fallen material made it impossible either to locate the cries immediately or to release the sufferers when located.

One twelve-year-old lad had a miraculous escape. He was buried under the before-mentioned arch formed by the woodwork, and when rescued on Wednesday night at about 12 o'clock he was found to be without a scratch, but, as might be expected, nearly paralysed with fright.

The sight of some of the wounded was most pitiable. One old man had his forehead stove in, his face a mass of blood; others seemed to be simply crushed, without apparent wounds, but unable to move a limb. One corpse removed had both legs burnt off. The right arm burnt to a cinder, the face all burnt, and a big hole in the back of his head. All of the bodies removed yesterday forenoon were more or less burnt.

This is the second accident of this kind in the same street. The first happened some seventeen years ago, when a partially-erected building at the corner, almost adjacent to the scene of the present disaster, collapsed. On that occasion, however, the building was unoccupied and the casualties were but trifling.

The numerous boxes containing clothing and personal belongings of the tenants of the collapsed houses, taken from the debris, seem to bear out the statement as to the great number of people who were in the buildings at the time of the disaster.

At 3.45 p.m. the searchers found a little girl underneath the debris quite unharmed. This was a total of forty-one dead, injured and unharmed recovered so far, besides the two men who forced their way from beneath the ruins unaided.

The following is a detailed list of victims—Killed: 12 males, 2 females, 2 children and one charred corpse (sex unrecognisable), a total of 17.

Injured: 9 males and 1 female seriously, 11 males and 2 females slightly, total 23. Escaped without hurt: 3 males and one female, total 4.

It being too dangerous to continue clearing away the remains of the houses for fear of the walls of the two adjoining houses giving away, coolies were engaged all yesterday afternoon in putting up braces between the two buildings.

Last night we learnt that Mr. H. P. Tucker, who remained at the scene of the disaster throughout the entire day assisting in the directing of the rescue operations, met with a rather nasty mishap between five and six o'clock in the afternoon, a falling brick striking him on the head and inflicting a severe scalp wound. But for the fact that Mr. Tucker was wearing his sun-hat at the moment, the accident might have had more serious consequences. The wound was dressed and Mr. Tucker taken to the Government Civil Hospital.

10 P.M.  
The search for bodies buried underneath the debris was started again at 8 o'clock under the directions of Inspector Kemp and Sergeants Kerr and Smith. Two bodies were excavated, making a total of nineteen dead so far. At the time of going to press three more bodies were located and were being dug out.

Great difficulty is experienced by the police in obtaining coolies to help in excavating the victims of the collapse, one and all refusing, for some reason or other, to engage in the ghastly work. Only a few Chinese firemen were at work last night.

## LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of India* arrived at Kobe at 5 p.m. on the 13th inst., and left again at midnight, same day for Shanghai via Nagasaki, where she is due to arrive at 1 a.m. on the 17th inst.

The C.E.R. steamer *Empress of China* arrived at Kobe at 3.30 p.m. on the 13th inst., and left again at 1 p.m. on the 14th inst. for Yokohama, where she is due to arrive at 1 p.m. on the 15th inst.

The T.K.K. steamer *Amerita Maru*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 10th inst.

The N.Y.K. steamer *Kawachi Maru* (Australia Line) left Kobe via Moji for this port on the 13th inst., and is expected to arrive here on the 20th inst.

The N.Y.K. steamer *Kawachi Maru* (European Line) left Kobe via Moji for this port on the 15th inst., and is expected to arrive here on the 21st inst.

## MEETING OF THE TYPHOON RELIEF FUND COMMITTEE.

A meeting of the Typhoon Relief Fund Committee was held yesterday at noon in the Council Chamber. His Excellency the Governor presiding. The members of the Committee present were the Hon. T. H. Stewart Lockhart, J.M.G. (Hon. Secretary), Sir Thomas Jackson (Hon. Treasurer), Mr. Fung Wa Chuen, Mr. Ho Fook, Mr. Lo Kuen Ting (Sub-Committee), and Mr. R. F. Johnston (Private Secretary to H.E. the Governor).

After reading the minutes of the previous meeting of the Committee on 17th December last, the COLONIAL SECRETARY said he thought the best way would be to close the Fund. First of all, however, he wished to place before His Excellency a letter dated 13th July, 1901, which he had received from Mr. Fung Wa Chuen, Mr. Ho Fook, and Mr. Lo Kuen Ting, the members of the Sub-Committee entrusted with the distribution of the subscriptions raised, which explained very fully what was done by the Sub-Committee, and which showed clearly the immense amount of labour they had to undergo in order to carry out the distribution of the Fund. Under these circumstances the Sub-Committee deserved to be congratulated on the very efficient and successful manner in which they had discharged their onerous duties.

The letter referred to, which embodies the report of the Sub-Committee, is as follows—

Hongkong, 12th July.  
Sir,—As members of the Sub-Committee appointed at a meeting of the Committee held on the 17th December last, we have the honour to report that we have altogether received 515 applications for relief, and that we have after investigation dealt with them in the best way we could. In some cases the sufferers received as much as 50 per cent. of their losses, whilst in others the amounts paid varied from 15 per cent. to 30 per cent. Out of the sum of \$28,123.90 subscribed by the Europeans and Chinese, we have paid away \$25,204.40, leaving a balance of \$2,919.50 to be dealt with.

Our best thanks are due to Messrs. Lau Yau Tsun, Li San Hin, Pan Tsan Wan, Lo Lai Chiu, Tam Tsun Hong, An Tin, Chan Sik Xi, Chan Elk Tsun, Li Yan Tsing, Wang Yuk Shai, Cheung San Shing, Tsang Sui Kai, Ho Tai Sang, Ho Tsan Tai, Ho Yam Nam, Wong Ming, Ho Lee, and others, for assisting us in collecting subscriptions from the Chinese community and also in investigating the claims. Answered will be found a detailed statement of disbursements.

We have the honour to be, Sir, Your trusted obedient servants, FONG WA CHUEN, HO FOOK, LO KUEN TING.

Hon. J. H. Stewart Lockhart, Esq., Hon. Secretary, Typhoon Relief Fund.

Sir THOMAS JACKSON read the following statement—

TYPHOON FUND.

Chinese subscriptions... \$21,363.00

Foreign... 7,071.55

Interest allowed by Bank... 15.00

\$28,450.21

Cheques drawn—

Per Fung Wa Chuen... 2,784.00

16,000.00

6,000.00—24,784.00

Balance available 4th March, 1901, \$3,666.21

Drawn 13th April, 1901, by Fung Wa Chuen... 375.40

Balance, 15th August, 1901, including interest... \$3,290.81

Addressing the members of the Committee, His Excellency recalled to their minds the terrible typhoon of 8th November last year, and went on to say that from a launch he viewed the scene of desolation on the following morning, and thus gained an idea of the terrible severity. As all knew, hundreds of lives were lost, and many thousands of people were left homeless and destitute. He said that he had been forewarned that they had already sent out two launches, with every requisite for the assistance of the suffering, and with orders for the collection of the dead for burial. It was only fair, His Excellency said, that this action should be known and appreciated as it ought to be. Continuing, he said that at a public meeting held very recently—a meeting which was attended by all classes and every nationality in the colony—there was collected, as the Hon. Treasurer had shown, a sum of \$28,450.21. That money had been received practically between the 3rd and the 22nd of December, and the fact served to show the readiness with which the community of the Colony were always prepared to come forward and help when European, Chinese, and others in their distress, that real necessity existed. Every man, woman, and child, he said, had a heart and soul in trying to relieve the distress. The distribution of the funds was handed over to a Sub-Committee consisting of Mr. Fung Wa Chuen, Mr. Ho Fook, and Mr. Lo Kuen Ting, and when it was seen and realised how immense was the task involved, and how great was the care expended in the distribution of the money, the thanks of the whole community would be tendered to the members of the Sub-Committee. They had gone carefully into 537 cases, and had paid out, for every sum disbursed, too, a 50 per cent. of the loss. Thanks were also due to the Hon. Treasurer, Sir Thomas Jackson, for consenting to take charge of the Fund, and for all he had done in the matter. At the present moment there was a balance remaining of \$3,290.81. The three gentlemen whose names had already been mentioned had written their report, and His Excellency thought that the correct with them due to the large number of Chinese gentlemen who had lent their assistance in the distribution of the Fund. Referring to the matter of the balance of \$3,290.81 that remained, His Excellency said every claim, so far as could be ascertained, had been met, and the question now was—what was to be done with the money? When the proposal was brought before the meeting as to the possibility of closing the Fund, it was suggested to him of closing the Fund, it was suggested to him that there were very few cases where distress might possibly be relieved out of the Fund. One was the case of the vessel which occurred on the 20th of last month at Victoria Street, when a large number of people were injured and several killed, and the other was the fire on board the *Archduke* as she lay in the docks, when ten men perished. Communications with the police showed that the victims of the fire were responsible for one of the cases, and the *Archduke* also reported several cases of distress, but none of them were of the nature of the distress which the Fund was intended to relieve. His Excellency, however, thought it most imprudent that an extremely wealthy corporation like the Dock Company would leave the families of the men to suffer—men who had been killed in the execution of their duty, and











## TO LET.

## TO LET.

A HOUSE in RYON TERRACE.  
BLUE BUILDINGS, No. 3, 2nd FLOOR.  
"THE RETREAT," MOUNT KELLY.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT AND AGENCY CO., LD.  
Hongkong, 13th July, 1901. [163]

## TO LET.

NO. 1, STEWART TERRACE, the  
Peak.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT AND AGENCY CO., LD.  
Hongkong, 17th July, 1901. [1799]

## TO LET.

GODOWN, No. 5A, DUDDELL STREET  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT AND AGENCY CO., LD.  
Hongkong, 5th July, 1901. [1692]

## TO LET.

THE GODOWN in WEST POINT  
(Kennedy Town) known as Feather  
Factory, now occupied by the Hongkong and  
Kowloon Wharf and Godown Co., Ltd.  
For particulars, apply to—  
LAUTS, WEGENER & CO.  
Hongkong, 9th July, 1901. [1730]

## TO LET.

IMMEDIATE POSSESSION.  
1 LARGE and WELL-VENTILATED  
ROOM, with BATHROOM, at No. 37,  
CAINE ROAD.  
Apply to—  
R. J. REMEDIOS,  
Hongkong, 25th July, 1901. [1867]

## TO LET.

"EASTLEY," UPPER RICHMOND  
MOND TERRACE.  
Apply to—  
LAU CHU PAK,  
Care of A. S. Watson & Co., Ltd.  
Hongkong, 1st August, 1901. [1835]

## TO LET.

HOUSE No. 3, LOWER CASTLE  
ROAD.  
Apply to—  
EDWARDE,  
No. 22, Stanley Street.  
Hongkong, 9th August, 1901. [2024]

## TO LET.

"FERNLEY," No. 37, ROBINSON  
ROAD.  
Apply to—  
J. A. RAMJAHN,  
Care of Thomas's Grill Room.  
Hongkong, 1st August, 1901. [1957]

## TO LET.

2 FIRST FLOORS in WYNDHAM STREET  
opposite Club Germania, suitable for  
Offices. Fine position.  
Apply to—  
C. E. WARREN,  
No. 3A, Wyndham Street.  
Hongkong, 14th August, 1901. [2090]

## TO LET.

NO. 8A, QUEEN'S ROAD CENTRAL.  
Apply to—  
KWONG CHEONG WO,  
No. 239, Des Vaux Road.  
Hongkong, 9th July, 1901. [1733]

## TO LET.

TWO EUROPEAN HOUSES, Nos. 18  
and 20, LEIGHTON HILL ROAD.  
Apply to—  
HONGKONG & KOWLOON LAND  
& LOAN COMPANY, LTD.  
No. 8, Queen's Road West.  
Hongkong, 7th August, 1901. [1698]

## TO LET SHORTLY.

HOUSES (now in course of erection and  
nearly completed) in a first-class  
business locality, DES VEAUX ROAD, GEN-  
TRAL, next to A. Tack's Furniture Store.  
Ground floors suitable for shops. Upper  
floors have plastered ceilings and walls, and  
are very suitable for offices.  
Apply to—  
J. S. LEE & CO.,  
Care of WING CHEONG TAI,  
240, Des Vaux Road West.  
Hongkong, 7th August, 1901. [1999]

## TO LET.

NO. 12, BELILIOS TERRACE.  
OFFICES and SHOPS in DEACONSFIELD  
ACADE.  
SMALL GODOWN in DUDDELL STREET.  
For particulars, apply to—  
TURNER & CO.  
Hongkong, 26th July, 1901. [1873]

## TO LET.

BOARD AND RESIDENCE.  
MRS. GILLANDERS  
"GLENWOOD,"  
21, CAINE ROAD.  
Hongkong, 20th September, 1900. [1869]

## TO LET.

COMFORTABLY FURNISHED  
ROOMS, with Board.  
Apply to Mrs. MATHER,  
2, Pedder's Hill.  
Hongkong, 1st January, 1892.

## ON SALE.

"MOUNTINGS OF THE NAVAL  
GUNS and their Subsequent Use  
with the  
LADYSMITH RELIEF COLUMN."  
Being a Lecture by  
CAPTAIN PERCY SCOTT,  
R.N.  
and  
CAPTAIN A. H. LIMPUS, R.N.  
(of H.M.S. "Terrible").  
The book is printed on art paper, and illus-  
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Chemists and Druggists, High-class Acra-  
ted Waters, Dealers in Photographic  
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Sailmakers, Riggers, Commission Agents  
and General Storekeepers; Sole Agents  
for Shipowners' Commission ("Grey  
hound Brand") and Blundell,  
Spence & Co.'s Commission.

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Opposite Kuhn's Curry Store.

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10, Queen's Road Central. Repairs of  
Watches and Clocks by competent  
European experts, at moderate rates.

## WANTED.

BY BRITISH RESIDENT, BOARD and  
LODGING in quiet House.  
Address—  
"SLATER,"  
Care of Daily Press Office.  
Hongkong, 14th August, 1901. [2061]

## WANTED.

A T Quarry Bay, experienced EUROPEAN  
FOREMAN and OVERSEERS.  
Applications should be made in writing to the  
undersigned, accompanied by Copies of Testi-  
monials.  
BUTTERFIELD & SWIRE.  
Hongkong, 15th August, 1901. [2069]

## EMPLOYMENT WANTED.

BY a thorough English-speaking, West-  
India-born Chinese, with good commercial  
knowledge, a Situation as Salesman, Inter-  
preter, Clerk, Bookkeeper, Store Assistant, or  
Assistant Comptroller. Good references.  
Address—  
W. L.  
Care of Daily Press Office.  
Hongkong, 12th August, 1901. [1976]

## WANTED.

GOOD JOBBING COMPOSITORS.  
Permanency for competent men.  
Apply to—  
Daily Press Office.  
Hongkong, 20th July, 1901. [191]

## IMPERIAL BANK OF CHINA.

## WANTED.

AN experienced man of business to act  
as COMPTROLLER from next China  
New Year.  
Full particulars can be obtained on applica-  
tion to the undersigned.  
For the IMPERIAL BANK OF CHINA,  
R. W. RUTTER,  
Manager.  
Hongkong, 31st July, 1901. [1822]

## WANTED.

JUNIOR CLERK (English). Salary \$150.  
Apply with testimonials to—  
Y. Z. X.  
Care of Daily Press Office.  
Hongkong, 8th August, 1901. [2011]

## SCIENTIFIC MISCELLANY.

ELECTROLYSIS AS AN ANTIDOTE—DRIVING  
AWAY FROST—RANKER IN RUBBER—THE  
ECLIPSE CYCLOPE—WAVE MEASUREMENTS—  
AN INSECT STIMULANT—CONSUMPTION  
CURE IN IRELAND—ACETYLENE IN A LIGHT-  
HOUSE.

Electric baths have been used by Dr. Armi-  
tage, an English physician, in the treatment of  
chronic lead-poisoning, and in 40 severe cases  
37 were benefited, some being completely cured.  
The rapid improvement is attributed to the  
change of the lead salts in the body into new  
and insoluble compounds. The apparatus used  
consisted of a large porcelain bath-tub—care-  
fully insulated and provided with a large carbon  
negative electrode at the foot and a small mov-  
able carbon positive electrode—and a battery  
of 120 large Leclanché cells, connected in threes.  
The treatment began with the use of 84 to 120  
cells, but at the close only 24 to 60 were needed.  
The patient was immersed for 15 or 20 minutes  
in the water in the tub, and the current was  
regulated by his sensations, the best results  
being obtained when the skin was reddened  
without causing actual pain.

Injury of early frost by frost is thought by  
M. B. Hot des Minieres to be a result of rapid  
heating by the sun of the plants made sensitive  
by cold. He has tested his theory by building  
fires in vineyards at sunrise after frosty nights,  
and claims that in every case the slowly  
disipated blanket of smoke so protected the  
vines from sudden change of temperature that  
they were not harmed by the cold. French  
vineyardists are planning to try also the firing  
of cannon horizontally over the ground on the  
approach of frost, a strip of vineyard 500 feet  
wide having been thus saved from damage when  
vines on both sides were badly injured.

An equipment of wireless telegraph apparatus  
for motor-carriages is a late idea of M. Marconi,  
and it is expected that carriages so equipped  
will prove of much importance in military  
manoeuvres.

A new work by D. G. Eliott shows that the  
mammals known to inhabit America north of  
Mexico have increased in 44 years from 300  
species to more than 1,000.

A Chinese plant's milky juice, known com-  
mercially as "Ponitarak gum," is mixed with  
raffin fibre for a new artificial rubber. The  
fibre is first freed from oily and volatile matters,  
then is crushed with the gummy juice between  
slightly heated cylinders. The resulting mass  
is baked in an oven for four hours, and is then  
worked in a mixing mill to destroy the fibrous  
structure, an oxidising substance, such as  
potassium permanganate, being introduced in  
the last stage. A softening material, like balata  
gum, may be added if desired. The mixture is  
cooled for 40 hours, and is finally cooked by  
steam at a pressure of 50 pounds per square-inch  
for three hours. The cooled product is claimed  
to have all the properties of indiarubber. A  
good quality of flexible rubber is obtained from  
80 per cent. of gum, 15 of fibre, and 5 of sulphur;  
a better quality resulting from a mixture of 72  
per cent. of gum, 10 of fibre, 10 of balata, and  
8 of sulphur. For a flexible hard rubber a  
formula is—75 per cent. of gum, 20 of fibre, and  
5 of sulphur.

The solar eclipse of May, 1900, cast a partial  
shadow, or penumbra, over a belt about 5,000  
miles wide and the shadow moved at the rate of  
somehow more than 2,000 miles an hour. H.  
Helm Clayton has made a summary of the  
observations, showing that the umbra, or small  
total shadow, was followed at a distance of 500  
miles by a cold area, in which the fall of tem-  
perature was over 8 deg. F. A cyclone—that  
is, a great rotating wind-storm, and not a  
violent tornado—was quickly developed, moved  
with the eclipse, and was rapidly dissipated.  
The anti-cyclonic area extended for 1,500 miles  
from the umbra, beyond which the cyclonic  
ring had a width of 1,000 miles. This is a true  
cold-air cyclone, and it has suggested that a  
like atmospheric disturbance must be produced  
by the shadow of night, with a hot-air cyclone  
by the heat of day—explaining the double  
diurnal variations of barometric pressure.

Waves passing the breakwater at Peterhead,  
North Britain, during a recent gale of 50 to 90  
miles an hour, were 22½ feet above still-water  
level, and it is estimated that the crests  
were 40 feet above the troughs. The wave-  
period was from 13 to 17 seconds, and the  
length of the waves was between 500 and 700  
feet. Though exceeding other estimates of  
high waves, these measurements seem to be the  
most accurate yet made.

Intercourse from the nectar and pollen of  
plants has been a subject of investigation by  
Dr. J. M. Weir, jun. This affects insects, and  
it appears that the cosmos flower is specially  
poisonous as a source of drunkenness in bees and  
other nectar-loving creatures. A bee so drunk  
that it could scarcely get upon its legs was  
taken to the laboratory and placed about two  
inches from a cosmos blossom. It immediately  
staggered to the flower and began to suck the  
nectar, and in a few moments tumbled over—a  
senseless and almost inert victim of appetite.  
Drunk bees found under the blossoms prove  
that the pollen must have the same effect as  
the nectar, these insects being unable to reach  
the nectaries. The experimenter swallowed a  
half-teaspoonful of the pollen, and in about  
fifteen minutes experienced a feeling of exhilara-  
tion, with acceleration of the pulse and warmth.  
An injection into the arm of half a drachm of  
liquid distilled from an infusion of the nectaries  
caused exhilaration for half an hour, followed  
by nausea.

The Nordrach treatment of tuberculosis pro-  
vides for an abundance of fresh air day and  
night, a superabundance of food, and exercise  
graduated by body temperature. Decidedly  
favourable results in Ireland are thought by  
Dr. Hiebons to be of great interest as showing  
that the cure of consumption does not depend  
on climate or sunshine. The good effects have

been obtained during a cold, wet summer, and  
an unusually wet and stormy winter.

Instructive experience with acetylene for  
lighthouses has been gained at Genoa. A  
small light having proven satisfactory two  
years ago, one of the first-class was tested  
last winter, and for 1,000 hours gave perfect  
results. It was noted that the electric light  
of Tino, 40 miles away, could never be seen  
from Genoa, although the Genoa acetylene  
light was visible at Tino. Yet the electric  
installation at Tino costs 26,000 francs a year,  
while it is estimated that the acetylene light  
at Genoa will cost but 1,200 francs.

The swelling of peas on wetting has been  
found by Dr. D. T. MacDougal to be capable  
of exerting a pressure of 8 atmospheres, or  
120 pounds per square inch.

## THAT "LITTLE DISH."

How we do like a little dish of something  
nice, served up hot!  
Charles Lamb would have sold his shirt for a  
tender smoking pig done to a turn. Doctor  
Johnson used to say that a dish of tea was the  
most fragrant of life's beverages. "Why, what  
am I thinking of, I shall forget my own name  
next," said Toby Veck, "It's time—the best  
tripe ever stewed." And his daughter Meg  
smilingly gave him the basket, in which reposed  
a hot steaming dish of his favourite  
meat.

My wife prepared nice, dainty little dishes  
to tempt my appetite," said Mr. Henry White,  
"but that beautiful Devon town, Torquay, but  
somehow I seemed to have lost all inclination  
for food, and after sitting at the table trying to  
swallow a little, I used to say to her—  
"It's no use. This sort of thing soon told  
a tale, for one can't go without food for long  
without losing strength. Seeing my condition,  
a friend strongly advised me to try Seigel's  
Syrup. He said it had cured him, and might  
do so good."

"My appetite no longer needed coaxing. I  
could eat well-nigh everything that was put be-  
fore me. Each dose seemed to give me life and  
vigour. To-day, no matter what ails me,  
Seigel's Syrup puts me right."

That "little dish," in fact, is once again the  
favourite.

Some "three months ago my wife got  
thoroughly run down. For over a fortnight  
she could keep nothing on her stomach. Mr.  
Henry White, when certifying to the truth of  
this on September 13th, 1900, at his house, 10,  
Pedford Terrace, Torquay, Devon, does not  
say what was the matter with his wife.

We know why the "little dish" failed to  
digest, and we quote the words of the famous  
physician to prove it. "In the nervous and  
irritable form of dyspepsia, this is a very  
prevailing symptom. As is also a sensation of  
sinking, or if the stomach required food, due to  
the fact that the food has left the stomach in a  
half-digested condition."

"Who could enjoy a 'little dish,' when the  
food could be but half-digested? She was  
troubled a good deal with wind, and seemed to  
be losing her strength. I fetched a bottle of  
Mother Seigel's Syrup from Holloway's Drug  
Stores, and she commenced taking it. In a  
short time she was quite well again." H'm,  
some men would not sell their shirt for a bottle  
of this remedy.

The essay, then, upon "little dishes" proves  
that while man and woman can in no wise  
always relish that favourite dish, yet a cure is  
ready to hand. One that has served men and  
women alike for more than the past thirty  
years.

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Dealers in  
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AN INSPECTION IS RESPECTFULLY SOLICITED.  
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Hongkong, 18th April, 1901. [1811]

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ELEY'S and KYNOC'S SPORT-  
ING CARTRIDGES and NEWCASTLE  
CHILLED SHOT  
20 BORE CARTRIDGES

18 " "  
12 " "  
10 " "  
8 " "  
WM. SCHMIDT & CO.,  
Gunsmiths. [181]

Hongkong, 3rd January, 1901.

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MERCHANT NAVY  
NAVY BOILED  
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pared to book orders for any specifications at  
LOWEST RATES. SIEMSEN & CO.  
Hongkong, 14th February, 1901. [50]

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have always on hand  
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TION OF COAL.  
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No. 144, DES VEAUX ROAD. [833]

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Hongkong, 30th May, 1901. [1383]

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18887

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Otsuji, Tokiyama, Tsukuro, Yoshinotani, Yoshio, Yonokibara, and other Coal Mines.  
N. INUZUKA, Manager. [1391]

Hongkong, 1st August, 1901.

Put Log Cabin  
IN YOUR PIPE  
Smoke it

Manufactured only by LAMBERT &amp; BUTLER, LTD., LONDON, ENGLAND. [2653-2]

UNTOUCHED BY HAND.  
**MELLIN'S FOOD**  
For INFANTS and INVALIDS.  
When prepared is similar to Breast Milk.  
MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND. [1550]

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ATC  
A GENTLEMAN'S  
SMOKE  
Supplied in Three Grades.  
Mild Medium & Strong.  
PACKED IN  
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MANUFACTURED BY  
THE AMERICAN TOBACCO CO. U.S.A.



[1735]



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1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	COROMANDEL	Brit. str.	2 m.	E. W. Vibert, R.N.R.	P. & O. S. N. Co.	Tomorrow, at Noon.
LONDON	PELEUS	Brit. str.	2 m.	Butterfield & Swire	Butterfield & Swire	On 20th inst.
LONDON	STENTOR	Brit. str.	2 m.	Butterfield & Swire	Butterfield & Swire	On 3rd September.
LONDON	IDOMENEUS	Brit. str.	2 m.	Butterfield & Swire	Butterfield & Swire	On 17th September.
LONDON	ATAK	Brit. str.	2 m.	Butterfield & Swire	Butterfield & Swire	On 1st October.
LIVERPOOL DIRECT	ORESTES	Brit. str.	2 m.	C. Polack	Melchers & Co.	About 15th September.
BREMEN, via PORTS OF CALL	KONIG ALBERT	Brit. str.	2 m.	E. P. Martin, R.N.R.	P. & O. S. N. Co.	On 21st inst.
MARSEILLES & LONDON	BAKA	Brit. str.	2 m.	J. S. Thompson	NIPPON YUSEN KAISHA	On 23rd inst., at Daylight.
MARSEILLES, LONDON & ANTWERP, v. S. POLE, &c.	KAWACHI MARU	Jap. str.	2 m.	Messageries Maritimes	Messageries Maritimes	On 25th inst., at 1 p.m.
MARSEILLES, &c., via PORTS OF CALL	OSANIAN	Fren. str.	2 m.	Roorde	HAMBURG-AMERIKA LINIE	On 27th inst.
HAVRE & HAMBURG	ALEXANDRIA	Ger. str.	2 m.	Porzellius	HAMBURG-AMERIKA LINIE	On 21st September.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	2 m.	Ehlers	HAMBURG-AMERIKA LINIE	On 5th October.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	2 m.	Dodwell & Co., Limited	Dodwell & Co., Limited	About 19th inst.
NEW YORK via PORTS & SUEZ CANAL	HEATHBURN	Brit. str.	2 m.	Shewan, Tomes & Co.	Shewan, Tomes & Co.	On or about 15th Sept.
NEW YORK via SUEZ CANAL	ATAK	Brit. str.	2 m.	Kandall	CARLWITZ & Co.	Quick despatch.
NEW YORK	L. SCHEFF	Amer. ship	1 m.	Forst	ARNHOLD, KAMBERG & Co.	Quick despatch.
NEW YORK	L. F. CHAPMAN	Ger. str.	2 m.	Forst	HAMBURG-AMERIKA LINIE	Quick despatch.
NEW YORK via SUEZ CANAL	MANUEL LLAGUNA	Amer. ship	1 m.	O. P. Marshall, R.N.R.	SHAW, TOMES & Co.	On or about 25th Oct.
VANCOUVER, via SHANGHAI, &c.	EMPERESS OF INDIA	Brit. str.	2 m.	H. Mowatt	CANADIAN PACIFIC R. Co.	On 4th September.
VANCOUVER, via KORE, &c.	ATHENIAN	Brit. str.	2 m.	J. Barker	DODWELL & Co., Limited	On 19th inst.
VICTORIA, B.C., & SEATTLE via SHANGHAI, &c.	CLAYBURN	Brit. str.	2 m.	H. Petersen	NIPPON YUSEN KAISHA	On 19th inst., at 4 p.m.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	KAMAKURA MARU	Jap. str.	2 m.	J. W. Ekstrand	TOTO KISEN KAISHA	On 24th inst., at Daylight.
SAN FRANCISCO via SHANGHAI, &c.	NIPPON MARU	Jap. str.	2 m.	Pacific Mail S.S. Co.	PACIFIC MAIL S.S. Co.	On 21st inst.
SAN FRANCISCO via SHANGHAI, &c.	PERU	Amer. str.	2 m.	Butterfield & Swire	BUTTERFIELD & SWIRE	On or about 15th Sept.
SAN FRANCISCO via SHANGHAI, &c.	STATHOULE	Brit. str.	2 m.	H. Fraser	NIPPON YUSEN KAISHA	On 23rd inst., at 4 p.m.
SAN DIEGO, &c., via MOJI, &c.	KASUGA MARU	Jap. str.	2 m.	B. H. W. Snow	P. & O. S. N. Co.	On or about 25th inst.
AUSTRALIAN PORTS	CHINA	Aus. str.	2 m.	A. Leva	SANDER, WILDER & Co.	On 19th inst., at Daylight.
YOKOHAMA via SHANGHAI & KORE	FLANDRIA	Ger. str.	2 m.	Eichbaum	SIEMSEN & Co.	On or about 17th inst.
YOKOHAMA & KORE	PEKIN	Brit. str.	2 m.	F. J. Fox	P. & O. S. N. Co.	To-day, at 4 p.m.
KORE	SANUKI MARU	Jap. str.	2 m.	W. Townsend	NIPPON YUSEN KAISHA	On 30th inst., at Daylight.
KORE & YOKOHAMA	HAKATA MARU	Jap. str.	2 m.	F. L. Sommer	BUTTERFIELD & SWIRE	On 19th inst.
NAGASAKI, KORE & MOJI	KASHING	Brit. str.	2 m.	N. Tate	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
NAGASAKI, KORE & YOKOHAMA	ROSETTA MARU	Jap. str.	2 m.	Butterfield & Swire	BUTTERFIELD & SWIRE	To-morrow.
TIENSIN	KWEIYANG	Brit. str.	2 m.	R. T. Cook, R.N.R.	P. & O. S. N. Co.	On or about 16th inst.
SHANGHAI	PAERAMATTA	Ger. str.	2 m.	Th. Lehmann	SIEMSEN & Co.	To-morrow, at 3 p.m.
SHANGHAI	LYEEMOON	Brit. str.	2 m.	C. J. Benton, R.N.R.	P. & O. S. N. Co.	On 21st inst.
SHANGHAI	NAVYIN	Brit. str.	2 m.	Butterfield & Swire	BUTTERFIELD & SWIRE	On 24th inst.
SHANGHAI	CHANGSHA	Brit. str.	2 m.	Butterfield & Swire	BUTTERFIELD & SWIRE	On 24th inst.
SHANGHAI	WOOSUNG	Brit. str.	2 m.	Butterfield & Swire	BUTTERFIELD & SWIRE	On 21st inst.
NINGPO & SHANGHAI	MAIDZU MARU	Jap. str.	2 m.	K. Suzuki	MIYU BUNN KAISHA	On 25th inst., at Daylight.
ANPING, via SWATOW & AMOY	ANPING MARU	Jap. str.	2 m.	S. Atsumi	MIYU BUNN KAISHA	On 18th inst.
FOOCHOW, via SWATOW & AMOY	DAIJI MARU	Jap. str.	2 m.	T. Ogata	MIYU BUNN KAISHA	To-day, at 10 a.m.
TAMU, via SWATOW & AMOY	THALES	Brit. str.	2 m.	Rosen	SHAW, TOMES & Co.	To-day, at 5 p.m.
SWATOW	DIAMANTE	Brit. str.	2 m.	J. Rattenbury	SANDER, WILDER & Co.	On 19th inst., p.m.
MANILA, SINGAPORE, COLOMBO, &c.	MELPOMENE	Aus. str.	2 m.	Butterfield & Swire	BUTTERFIELD & SWIRE	On 20th inst.
MANILA, ILOILO & CEBU	SUNGIANG	Jap. str.	2 m.	H. Fraser	NIPPON YUSEN KAISHA	On 23rd inst., at 4 p.m.
MANILA	KASUGA MARU	Jap. str.	2 m.	S. Yoshizawa	NIPPON YUSEN KAISHA	To-day, at Noon.
BOMBAY, via SINGAPORE & COLOMBO	YAMAGUCHI MARU	Jap. str.	2 m.	Muir	JARDINE, MATHESON & Co.	On 22nd inst., at Noon.
SAMARANG & SOERABAYA	CHUNSAO	Brit. str.	2 m.			

## SHIPPING.

**ARRIVALS.**  
Aug. 14, NIPPON MARU, Japanese str., 3,437, W. Wood, Genl. Mgr., San Francisco 17th July and Woomer 12th August, Mails and General.—TOYO KISEN KAISHA.  
Aug. 15, AMIGO, German str., 822, J. Hansen, Saigon 10th August, Rice—JENSEN & Co.  
Aug. 15, CHUNSAO, British str., 1,419, L. A. Muir, Bangkok 8th August and Kohichang 8th, Rice.—JARDINE, MATHESON & Co.  
Aug. 15, KAJABURI, German str., 1,189, Ad. Ahlborn, Bangkok 7th August, Rice.—BUTTERFIELD & SWIRE.  
Aug. 15, SANUKI MARU, Japanese str., 3,787, W. Townsend, London and Singapore 10th Aug., General.—NIPPON YUSEN KAISHA.  
Aug. 15, ORESTES, British str., 2,993, T. Peters, Liverpool 5th July and Singapore 10th August, General.—BUTTERFIELD & SWIRE.  
Aug. 15, TOONAN, American steamer, 956, J. Blethen, Haiphong via Pakhoi and Hoihow 11th Aug., General.—DOUGLAS LAFAIR & Co.  
Aug. 15, CHINA, Australian str., 3,555, Agostine Leva, Trieste 25th July and Singapore 10th August, General.—SANDER, WILDER & Co.  
Aug. 15, STAM, British steamer, 990, Binns, Singapore 6th August, Oil.—MCBAIN & Co.  
Aug. 15, SUNGIANG, British str., 1,016, Moore, Manila 14th August, General.—BUTTERFIELD & SWIRE.

## CLEARANCES.

At the Harbour Master's Office.  
15th August.  
Guthrie, British str., for Sydney.  
Choyang, British str., for Swatow.  
Anping, British str., for Shanghai.  
Shirley, British str., for Moji.  
Kohichang, French str., for Hoihow.  
Muir, British str., for Singapore.  
Kohichang, German str., for Swatow.  
Marie Jensen, German str., for Saigon.

## DEPARTURES.

15th August.  
Doric, British str., for San Francisco.  
Hoihow, French str., for Hoihow.  
Woomer, British str., for Canton.  
Iria, British transport, for Taku.  
Muttera, British str., for Taku.  
Anping, British str., for Shanghai.  
Choyang, British str., for Shanghai.  
Shirley, British str., for Moji.  
Tashan, British str., for Swatow.  
Hanoi, French str., for Hoihow.

## VESSELS IN DOCK.

15th August.  
**ABERDEEN DOCKS.**  
Kowloon Docks.—Canton River, Victoria, Dido, Solent, Nippon Maru, Nauting.  
Cosmopolitan Dock.—D. J. de Austria.

## SHIPPING REPORTS.

The German steamer *Kajaburi*, from Bangkok 15th inst., had moderate to fresh S.W. winds and mostly overcast weather with frequent rain squalls.  
The American steamer *Toonan*, from Haiphong via Pakhoi and Hoihow 11th inst., had moderate to fresh winds and squally weather throughout.  
The British steamer *Orestes*, from Liverpool 5th inst. and Singapore 10th inst., had strong S.W. monsoon to lat. 15.00 N.; thence variable winds and much rain to port.  
The British steamer *Sungiang*, from Manila 12th inst., had fine weather with heavy S.W. swell and very heavy rain as far as lat. 15 N., and then fine weather to port.  
The British steamer *Choyang*, from Bangkok 8th inst. and Kohichang 8th, had moderate S.W. winds and fine weather to Palo Obi; moderate S.W. winds and cloudy weather with frequent squalls and rain up to Hongkong.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:  
Guthrie, British str., W. G. McArthur.  
Gibb, Livingston & Co.  
L. Scheff, American ship, C. S. Kendall.  
Carlewitz & Co.  
SEA WREN, American ship, Howes.—Master

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW.

THE Company's Steamship  
"THALES."  
Captain Robson, will be despatched for the above ports TO-DAY, the 16th inst., at 10 a.m.  
For Freight or Passage, apply to  
DOUGLAS LAFAIR & CO.,  
General Managers.  
Hongkong, 15th August, 1901. [2070]

HAMBURG-AMERIKA LINIE.  
FOR YOKOHAMA.

THE Steamship  
"FLANDRIA."  
Captain Eichbaum, will be despatched for the above port TO-DAY, the 16th inst., at Noon.  
This Steamer has superior accommodation for First and Second Class Passengers.  
For Freight or Passage, apply to  
SIEMSEN & Co.,  
Agents.  
Hongkong, 9th August, 1901. [2058]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.  
FOR MANILA.

THE Company's Steamship  
"DIAMANTE."  
Captain J. Rattenbury, will be despatched as above TO-DAY, the 16th inst., at 5 p.m.  
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.  
A Doctor is carried.  
For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 13th August, 1901. [2056]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.  
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship  
"COROMANDEL."  
Captain F. W. Vibert, R.N.R., carrying His Majesty's Mails, will be despatched from this port for Bombay, on SATURDAY, the 17th August, at Noon, taking passengers and cargo for the above ports.  
Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.  
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.  
For further particulars, apply to  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 5th August, 1901. [1]

HAMBURG-AMERIKA LINIE.  
FOR SHANGHAI.

THE Steamship  
"LYEEMOON."  
Captain Th. Lehmann, will be despatched for the above port TO-MORROW, the 17th inst., at 3 p.m.  
This Steamer has superior accommodation for First and Second Class Passengers.  
For Freight or Passage, apply to  
SIEMSEN & Co.,  
Agents.  
Hongkong, 14th August, 1901. [2095]

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KORE, YOKOHAMA AND VICTORIA, B.C.  
SAFETY. SPEED. PUNCTUALITY.  
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.  
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.  
PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)  
"EMPERESS OF INDIA"....Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 28th Aug., 1901.  
"ATHENIAN".....Comdr. H. Mowatt, R.N.R. WEDNESDAY, 4th Sept., 1901.  
"EMPERESS OF JAPAN"....Comdr. H. Pybus, R.N.R. WEDNESDAY, 25th Sept., 1901.  
"EMPERESS OF CHINA"....Comdr. R. Archibald, R.N.R. WEDNESDAY, 23rd Oct., 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 8, and 12 months.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.  
The attractive features of this Company's route embrace its PALATIAL STEAMSHIP (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.  
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

## SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES. In addition to the excellent First Class Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage. The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.  
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to  
D. E. BROWN, General Agt. n.  
Felder's Street. [10]

Hongkong, 8th August, 1901.

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TEIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.  
SAILING DATES.  
STEAMERS. DESTINATIONS.  
ALEXANDRIA.....HAMBURG.....On 27th Aug. Freight.  
SIBIRIA.....HAMBURG.....On 10th Sept. Freight and Passage.  
ANDALUSIA.....HAMBURG.....On 21st Sept. Freight.  
ARABIA.....HAMBURG.....On 5th Oct. Freight.  
ARAGONIA.....NEW YORK via SUEZ CANAL.....End of August or beginning September Freight.

For Further Particulars, apply to  
HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
QUEEN'S BUILDINGS, No. 1. [1051]

Hongkong, 27th July, 1901.

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON  
STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.  
R.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.  
STEAMERS. SAILING DATES.  
KONIG ALBERT.....WEDNESDAY.....21st August.  
PRINZESS IRENE.....THURSDAY.....5th September.  
PRINZ HEINRICH.....FRIDAY.....19th September.  
PREUSSEN.....WEDNESDAY.....2nd October.  
HAMBURG (Hamburg-Amerika Linie).....WEDNESDAY.....16th October.  
SACHSEN.....WEDNESDAY.....30th October.  
KIAUTSCHOU (Hamburg-Amerika Linie).....WEDNESDAY.....13th November.  
BAYERN.....WEDNESDAY.....27th November.  
STUTTGART.....WEDNESDAY.....11th December.  
KONIG ALBERT.....WEDNESDAY.....25th December.  
PRINZESS IRENE.....WEDNESDAY.....8th Jan., 1902.  
PRINZ HEINRICH.....WEDNESDAY.....22nd Jan., 1902.  
PREUSSEN.....WEDNESDAY.....15th Feb., 1902.  
HAMBURG (Hamburg-Amerika Linie).....WEDNESDAY.....5th Mar., 1902.

ON WEDNESDAY, the 21st day of August, 1901, at Noon, the Steamship "KONIG ALBERT" of the NORDDEUTSCHER LLOYD, Captain C. Polack, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.  
Shipping Orders will be granted till Noon on MONDAY, the 19th August, Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 20th August, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 20th August.  
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid accommodation, and carries a Doctor and Stewardess.  
Linen can be washed on board.

For further Particulars, apply to  
MELOHRS & CO., AGENTS.  
Hongkong, 12th August, 1901. [10]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI.....PARRAMATTA.....About 16th August.....Freight or Passage.  
LONDON, &c.....COROMANDEL.....Noon, 17th August.....See Special Advertisement.  
KORE.....PEKIN.....About 17th August.....Freight only.  
SHANGHAI.....NANKIN.....About 21st August.....Freight only.

YOKOHAMA via SHANGHAI and KORE.....FORMOSA.....About 26th August.....Freight or Passage.  
(Passing through the Inland Sea).....B.H.W. Snow.....August.....Freight only.  
MARSEILLES and BANGA.....E. P. Martin, R.N.R. September.....Freight only.

For Further Particulars, apply to  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 16th August, 1901. [11]

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.  
YAMAGUCHI MARU.....BOMBAY, via SINGAPORE and COLOMBO.....FRIDAY, 16th Aug., at Noon.  
SANUKI MARU.....KORE and YOKOHAMA.....FRIDAY, 16th Aug., at 4 p.m.  
KAMAKURA MARU.....VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KORE and YOKOHAMA.....MONDAY, 19th Aug., at 4 p.m.  
H. Petersen.....MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.....FRIDAY, 23rd Aug., at Daylight.  
KAWACHI MARU.....NAGASAKI, KORE and YOKOHAMA.....FRIDAY, 23rd Aug., at Noon.  
ROSETTA MARU.....SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE.....FRIDAY, 23rd Aug., at 4 p.m.  
HAKATA MARU.....KORE and YOKOHAMA.....FRIDAY, 30th Aug., at Daylight.  
KACA MARU.....VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KORE and YOKOHAMA.....MONDAY, 2nd Sept., at 4 p.m.  
J. W. Ekstrand.....

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.  
For further information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office at Prince's Building, First Floor, Charter Road.  
A. S. MIHARA, Manager. [13]

Hongkong, 15th August, 1901.

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KORE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer. Tons. Captain. Proposed Sailing.  
CLAYBURN.....3,328.....J. Barker.....August 19th.  
BRAEMAR.....3,601.....W. West.....August 27th.  
DUKE OF FIFE.....3,821.....J. S. Co. ....September 10th.  
OLYMPIA.....2,837.....J. T. Froubridge.....October 1st.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £22.  
Excellent accommodation. First-class Table. Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 248.  
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car attached to trans-continental trains day and night; Tacoma to New York in 41 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA AND TACOMA, 235.  
The best route to the KLODYKE GOLD FIELDS. Frequent sailings from VICTORIA and TACOMA to DYRA and St. MICHAEL.

Rates of Passage to other Points on application.  
A Special Rate allowed to members of Government Service.  
For further information as to Passage or Freight, apply to  
DODWELL & CO., LIMITED,  
General Agents.  
Hongkong, 17th July, 1901. [11]



VESSELS ON THE BERTH.  
OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL.	"AJAX"	On 20th August.
GLASGOW and LIVERPOOL.	"TYDEUS"	On 26th August.
GLASGOW and LIVERPOOL.	"PYRRHUS"	On 5th September.
GLASGOW and LIVERPOOL.	"ULYSSES"	On 12th September.
GLASGOW and LIVERPOOL.	"AGAMEMNON"	On 19th September.
HOMEWARDS.		
TO	STEAMERS	DATE
LONDON	"PELEUS"	On 20th August.
LONDON	"SPENTOR"	On 3rd September.
LONDON	"IDOMENEUS"	On 17th September.
LONDON	"AJAX"	On 1st October.
LIVERPOOL DIRECT	"ORESTES"	About 15th September.

(Taking Cargo at London Rates) S.S. "ORESTES" from LIVERPOOL and SWANSEA, has arrived, and will leave for SHANGHAI and JAPAN at noon to-morrow, the 17th inst.  
For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS O. S. S. Co.

Hongkong, 15th August, 1901.

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
TIENTSIN	"KWEIYANG"	On 17th August.
NAGASAKI, KOBE & MOJI.	"KASHING"	On 19th August.
MANILA, ILOILO & OBU.	"SUNGKANG"	On 20th August.
NINGPO & SHANGHAI.	"WONSUNG"	On 20th August.
SHANGHAI	"CHANGSHA"	On 24th August.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 14th August, 1901.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.  
THE Company's Steamship

"CHINA,"  
Captain A. Levy, will leave for the above places on SUNDAY, the 19th instant, at DAYLIGHT.

For Freight or Passage, apply to  
**SANDER, WIELER & CO.,**  
Agents.

Hongkong, 12th August, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.  
THE Company's Steamship

"DAIJIN MARU,"  
Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 18th inst.

For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
Agents.

Hongkong, 15th August, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (via SWATOW AND AMOY).  
THE Company's Steamship

"MAIDZURU MARU,"  
Captain K. Sudzuki, will be despatched for the above ports on WEDNESDAY, the 21st instant.

For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
Agents.

Hongkong, 8th August, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOOW VIA SWATOW AND AMOY.  
THE Company's Steamship

"ANPING MARU,"  
Captain S. Aizumi, will be despatched for the above ports on WEDNESDAY, the 23rd instant, at DAYLIGHT.

For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
Agents.

Hongkong, 14th August, 1901.

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.  
NOTICE.

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PENANG, SINGAPORE, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEE AND BLACK SEA PORTS.

LONDON, HAYE, BORDEAUX, ALBO.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 20th August, 1901, at 1 P.M. the Company's Steamship "OCEANIC" Captain Schmitt, with Mail, Passengers, Special Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSSHIPMENT.

Cargo and Special will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Special and Parcel until 3 P.M. on the 25th August. Parcels are not to be sent on board, they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

P. DE CHAMPMORIN, Acting Agent.

Hongkong, 14th August, 1901.

## FOR NEW YORK.

THE 3/3 A.I. American ship  
"I. SCHEPP"

Captain Randall, will be ready to load on the 15th August for the above port, and will be despatched about the middle of September.

For Freight, apply to  
**CARLOWITZ & CO.**

Hongkong, 15th July 1901.

## VESSELS ON THE BERTH.

## U. S. MAIL LINES.

## PACIFIC MAIL S.S. CO. OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA  
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

"PERU"	SATURDAY, 31st Aug., at Noon.
"COPTIC"	TUESDAY, 10th Sept., at Noon.
"CITY OF PEKING"	TUESDAY, 24th Sept., at Noon.
"GAELIC"	WEDNESDAY, 2nd Oct., at Noon.
"CHINA"	SATURDAY, 19th Oct., at Noon.
"DORIC"	TUESDAY, 29th Oct., at Noon.

THE P. M. S.S. Co.'s Steamship "PERU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on SATURDAY, the 31st August, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamer, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original point of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchandise Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY,  
ACTING AGENT.

Hongkong, 16th August, 1901.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR  
MANILA, SINGAPORE, COLOMBO,  
PORT SAID, FUME AND  
TRIESTE.

(Taking Cargo at through rates to the BRAZIL, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"MELPOMENE,"  
Captain Matocovic, will be despatched as above on MONDAY, the 19th inst., P.M., instead of as previously advertised.

For information as to Passage and Freight, apply to  
**SANDER, WIELER & CO.,**  
Agents.

Hongkong, 13th August, 1901.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE  
ATCHESON, TOPEKA AND SANTA FE  
RAILROAD CO.

PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO  
AND SAN FRANCISCO,  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.

TAKING CARGO AND PASSENGERS  
TO JAPAN PORTS AND  
HONOLULU.

THE UNITED STATES,  
MEXICO, CENTRAL AND SOUTH  
AMERICA, &c.

S.S. "STRATHGYLE" On or about 15th Sept.

THE Steamship "STRATHGYLE" will be despatched for SAN FRANCISCO via MOJI, KOBE and YOKOHAMA on or about 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

GEO. ECKLEY, Acting Agent.

Hongkong, 3rd August, 1901.

## FOR NEW YORK.

THE 3/3 A.I. American Ship  
"MANUEL LLANO"

will load during September and October, sailing about 25th October.

For Freight, apply to  
**SHEWAN TOMES & CO.**

Hongkong, 11th July, 1901.

## FOR NEW YORK.

THE 3/3 A.I. American ship  
"I. E. CHAPMAN"

having arrived, is now ready to load for the above port, and will have quick despatch.

For Freight, apply to  
**ARNOLD, KARBURG & CO.**

Hongkong, 12th August, 1901.

## THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

THE above Company is prepared to supply the shipping in Hongkong with PURE and FILTERED WATER both for deck and boilers.

Call Flag W.

J. W. KEW,  
Manager,  
20, Des Voeux Road.

Hongkong, 18th December, 1900.

## NOTICES TO CONSIGNEES.

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 20th inst., at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE,  
Superintendent.

Hongkong, 14th August, 1901.

## NOTICE TO CONSIGNEES.

STEAMSHIP "TAIFU," FROM CHEFOO.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED,  
Agents.

Hongkong, 10th August, 1901.

## OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"IDOMENEUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 12th instant.

Optional Cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 18th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 20th instant.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 9th August, 1901.

## STEAMSHIP "YARRA."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and from Havre, or via *File de Marcellin*, and from Bordeaux, or via *File de Marcellin*, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 P.M., TO-DAY, the 12th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 19th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 19th inst., or they will not be recognised on MONDAY, the 19th inst., at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN,  
Acting Agent.

Hongkong, 12th August, 1901.

## AMERICAN SYSTEM OF DENTISTRY.

AT  
No. 39, QUEEN'S ROAD CENTRAL,  
CHADWICK KEW  
(LATE OF POATE & NOBLE).

Hongkong, 15th September, 1899.

## RUINART PERE &amp; FILS, REIMS.

Established 1719.  
CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality  
Extra Dry (Green Seal)

LAUREN, WEGENER & CO.,  
Sole Agents.

Hongkong, 17th May, 1895.

## PORTLAND CEMENT.

J. B. WHITE & BROS.

SOLE AGENTS FOR CHINA,  
HOLLIDAY, WISE & CO.

Hongkong, 16th September, 1899.

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED  
is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates.

Wm. PARLANE, Manager.

Hongkong, 17th February, 1899.

C. E. WARREN,  
BUILDING CONTRACTOR,  
No. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED  
and FIXED. DRAINS, TRAPS,  
WASTE PIPES, &c., CLEANSED and  
REPAIRED. Sanitary Board Notices receive  
prompt attention. Agent for MOSAIC  
TILES. Prices on Application.

## YOBARI AND SORACHI COALS.

HOKKAIDO TANKO TETSUDO  
KAISHA.

HOKKAIDO COLLIERY AND RAILWAY CO.

CAPITAL ANNUAL OUT-  
YEN 12,000,000 PUT 800,000 TONS.

PORTS OF EXPORT—  
OTARU AND HIRABAN.

THE celebrated Yubari and Sorachi Coals are widely known as the best and most economical Japanese Coals. The Coals can be obtained at Tokyo, Yokohama, Otaru, Muroran, Shanghai, Hongkong, and other principal ports.

OFFICE: MINAMI IDAMACHI, TOKYO, JAPAN.

Telegrams: "TANKO" TOKYO.

HUGHES & HOUGH,  
Agents for Hongkong.

## THE CHINA AND JAPAN

## TELEPHONE CO., LD.

## HONGKONG EXCHANGE.

## OPEN DAY AND NIGHT.

## SUBSCRIPTIONS—

EXCHANGE LINES,  
\$80 Per Annum.

PRIVATE LINES,  
\$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines as  
more than average length.

## ELECTRIC SUPPLIES OF EVERY

## DESCRIPTION IN STOCK.

Including:—  
BATTERIES,  
CHEMICALS,  
ELECTRIC BELLS,  
INSULATORS,  
LIGHTNING CONDUCTORS,  
SWITCHES,  
TELEPHONES,  
WIRE, &c., &c.

## PRICE LISTS

ON  
APPLICATION.

## ELECTRIC BELL INSTALLATIONS

## ERECTED AND KEPT IN

## ORDER.

Estimates given for all kinds of Electrical work.

Train & Mechanicians sent to Out-Ports to fit up Installations if required.

For full particulars, &c., &c.,  
Apply to

W. STUART HARRISON,  
Manager.

Note Address—No. 2, Tse Housa Road,  
Hongkong, 18th January 1898.

## FOREIGN AND COLONIAL STAMP DEALER.

No. 87, CAINE ROAD, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used Postage Stamps in Large or Small Quantities for Cash.

AGENTS WANTED.  
15 to 25 per cent. Discount Allowed.

## ON SALE.

## THE

## CHRONICLE AND DIRECTORY

FOR  
CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS  
SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA,  
PHILIPPINES, BORNEO, &c.,

FOR  
1901.

## THE THIRTY-NINTH ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherlands India to Siberia, in which Europeans reside.

Not only is the Directory as full and complete in each case as it can be made, but each Colony Port or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES



